



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MONTGOMERY, NY	<b>Accident Number:</b>	NYC83FA050
<b>Date &amp; Time:</b>	01/07/1983, 1800 EST	<b>Registration:</b>	N223JN
<b>Aircraft:</b>	PIPER PA-30	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT EXPERIENCED A POWER LOSS ON ONE ENGINE DURING TAKE-OFF INITIAL CLIMB. THE PILOT REGAINED CONTROL OF THE ACFT AND CONTINUED TO FLY THE LANDING PATTERN. ON THE DOWNWIND LEG THE ENGINES RAN INTERMITTENTLY. TURNING FINAL BOTH ENGINES STOPPED. A FORCED LANDING WAS MADE IN AN OPEN PASTURE 1500 FEET SHORT OF THE RUNWAY. THE PILOT STATED THAT HE REFUELED BY THE TIME FLOWN AND FIGURED 15 GALLONS OF FUEL AN HOUR AS AN AVERAGE CONSUMPTION. ON THIS FLIGHT HE WAS GOING ONCE AROUND THE PATTERN. HE ESTIMATED THE MAIN TANKS TO HAVE 7 GALLONS EACH. WHEN ASKED HOW HE ARRIVED AT THAT ESTIMATE HE SAID 'WHEN HE LOOKED INTO THE MAIN TANKS HE WANTED TO SEE 7 GALLONS AND THATS WHAT HE SAW.' DURING THE FORCED LANDING THE LANDING GEAR WAS DAMAGED AND THE ACFT COLLIDED WITH A TREE WHICH SEPARATED A WING. BOTH OCCUPANTS RECEIVED MINOR INJURIES. AFTER THE ACCIDENT THE MAIN TANKS CONTAINED LESS THAN A PINT OF FUEL. THE AUX. TANKS CONTAINED ONE GALLON EACH THE TANK SELECTOR WAS POSITIONED TO THE MAIN TANKS. THE PILOT SAID HE HAD PLANNED TO REFUEL AFTER THIS FLIGHT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) FLUID,FUEL - STARVATION
  2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

4. (F) FLUID,FUEL - EXHAUSTION
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Occurrence #3: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. (F) TERRAIN CONDITION - OPEN FIELD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/06/1981
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	816 hours (Total, all aircraft), 64 hours (Total, this make and model), 687 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N223JN
<b>Model/Series:</b>	PA-30 PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-943
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	07/06/1982, Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	44 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3407 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	IO-320B1A
<b>Registered Owner:</b>	GROUP-E AIR, INCORPORATED	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	GROUP-E AIR, INCORPORATED	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MGJ, 365 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1806 EST	Direction from Accident Site:	185°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	MONTGOMERY, NY (MGJ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1800	Type of Airspace:	Class G

## Airport Information

Airport:	ORANGE COUNTY (MGJ)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	365 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	EUGENE A CARROLL	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).